NISSAN

NISSAN NORTH AMERICA, INC.

Corporate Headquarters
One Nissan Way
Franklin, TN 37068

Mailing Address: P.O. Box 685001
Franklin, TN 37068-5001

Telephone: 615.725.1000

10V-312
(4 Pages)

July 1, 2010

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Sir:

We are transmitting the enclosed Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan will supplement this defect report with a customer and dealer notification plan shortly. We will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy.

Very truly,

John Gibbons

John Gibbons
Senior Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

   Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

   Certain 2002 Model year Nissan Pathfinder and Infiniti QX4 vehicles manufactured from August 24, 2001 to August 28, 2001. None of the potentially affected front passenger air bag inflators were installed in any other Nissan or Infiniti vehicles in the United States.

   The name and address of the front passenger air bag inflator supplier is:

   TK HOLDINGS INC.
   2500 Takata Drive
   Auburn Hills, MI 48326
   Phone 248-373-8040
   Fax 248-373-2897

3. Total Number of Vehicles Potentially Involved:

   27 Nissan Pathfinder vehicles; 19 Infiniti QX4 vehicles (46 total vehicles)

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

   Unknown

5. Description of the Defect:

   The air bag inflator contains propellant wafers that are required to properly deploy the front passenger air bag. Due to improper propellant wafer installation during the air bag inflator assembly process, some air bag inflators may be missing one of the wafers. As a result, the remaining wafers in the inflator used for the deployment of the front passenger air bag may, over time, break up into powder due to normal vibration experienced while driving. This causes the combustion rate of the propellant to increase inside the inflator, which can lead to internal

pressure rising suddenly during air bag deployment. In certain cases, the inflator housing may rupture.

6. Chronology of Principal Events:

October 23, 2009 – In Japan, Nissan received a report that a front passenger air bag (from a vehicle that is not sold in the United States) deployed abnormally during scrap part recycling program. Nissan initiated an investigation.

October 2009 through December 2009 – In Japan, Nissan initiated parts collection of incident parts and conducted an investigation on these parts. However, no failure was found in the incident parts, and the cause of the incident was unknown. Nissan collected inflators from vehicles in the field, and investigated them as well. Although no failures were found, Nissan decided to continue the investigation.

December 2009 through March 2010 - Nissan conducted duplication testing and found that high internal pressure could be produced in the inflator during the air bag deployment if the propellant wafer was broken. As a result, Nissan decided to investigate the production records of the inflator supplier.

March 2010 through June 2010 – Investigation of the inflator production records revealed that during a certain discreet production period, due to a manufacturing error, it was possible that one of the propellant wafer was missing from the inflator. Production records indicated that this manufacturing issue was promptly corrected at the supplier's plant.

It was further determined that the remaining propellant wafers could be partially broken up into powder by vibration or friction during driving because of the space left by the missing propellant wafer inside the inflator housing. As a result, this could cause the propellant to burn abnormally and excessive internal pressure may be produced in the inflator during air bag deployment.

At this stage of the investigation, it was still assumed that this issue did not involve any vehicles sold in the United States.

June 16, 2010 – In Japan, Nissan received a report from the supplier that the supplier may have used a small number of the potentially affected inflators on another assembly line. Nissan initiated an additional investigation to determine the affected markets.

June 21, 2010 – In Japan, Nissan determined that a small number of MY2002 Nissan Pathfinder and Infiniti QX4 vehicles in the United States

were potentially involved.

June 25, 2010 - Nissan determined that a safety related defect exists and that a recall campaign should be conducted.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan or Infiniti dealer. The front passenger air bag module assembly will be replaced with a new one.

8. Copy of Notices:

Copies of all notices will be provided to NHTSA as they become available.